

**Climate Change Action Plan Task Force
Second Meeting – Stonyfield Farm
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Transportation and Land Use (TLU) Working Group Update

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TLU Working Group's Purpose

The transportation sector is the second largest source of GHG emissions and is the fastest growing (with a projected 102% increase by 2030). Transportation sector emissions are inextricably linked to land use and result from the cumulative impact of many disaggregated transportation and land use choices by consumers and communities. This workgroup will identify and evaluate strategies and actions related to the transportation system and land use decisions, taking into account direct, indirect, and synergistic effects. Actions considered involve the design of motor vehicles, vehicle fuels, motorist behavior, movement of goods and people, and land use patterns.

Key Issues

- Re-organized actions under 2 primary goals:
 - Reduce Vehicle Emissions per Mile Traveled
 - Reduce Vehicle Miles Traveled
- An integrated approach addressing both transportation and land use will be required to achieve any long-term GHG reductions from the transportation sector.
- Most land use policy actions will require local implementation. Strong state land use policies and leadership will be required to influence land use.
- Significant education as well as market-based incentives will be necessary to influence consumer behavior regarding transportation and land use decisions.
- For some vehicle design and fuel composition issues, NH must work regionally and nationally to achieve goals (e.g. low carbon fuels; CAFE standards)
- It will be necessary for government to lead by example.

High Interest Goals and Actions

- Goal: Reduce Vehicle Emissions per Mile Traveled
 - Reduce Tailpipe GHG Emissions
 - Greenhouse Gas Tailpipe Standards (1.1)
 - Increase Fuel Economy of New Vehicles
 - More stringent CAFE standards (1.2)
 - Market Based Mechanisms (3.1)
 - looking at, e.g. CO2 registration fee/Feebate; Green Car labeling
 - specific sub-actions not yet fully evaluated

- Reduce GHG Via Cleaner Fuels and Technologies
 - Low Carbon Fuels Standard (TLU-2)
 - fuels (2.1 thru 2.6) selected by LCF standard
 - Advanced Technology Vehicles (1.6.1 and 1.6.3)
- Goal: Reduce Vehicle Emissions per Mile Traveled (continued)
 - Reduce GHG Via Changing Consumer Driving Behavior
 - Reduce highway speed limit (3.2.1)
 - Consider Roundabouts with all intersection improvements (added as 3.2.3.3)
 - Other/specific options still under evaluation
- Goal: Reduce Vehicle Miles Traveled
 - Provide incentives/disincentives to change consumer behavior and reduce travel demand
 - Specific options still under evaluation
 - Increase availability of travel options
 - Establish policies, funding, and incentives to expand and support transit and rail service, improve quality and increase service levels, and improve intermodal connections. (5.2.1 & 5.2.2)
 - Increase gas tax and amend the constitution to allow use of funds for alternate modes (4.1.1 & 4.1.1.1)
 - Explore other funding mechanisms to support travel options (5.2.5)
 - Other/specific options still under evaluation
 - Develop land use patterns that support a balanced multi-modal transportation system and disincent VMT
 - Through legislation and state policy/permitting changes, establish standards and incentives to promote higher-density, mixed-use, walkable, energy-efficient development (i.e., overall low-carbon development) in community-designated areas (incorporates many actions under 5.1 and 5.3, in particular options 5.1.7 and 5.1.8, and expands beyond what was listed under TLU-5).
 - Other/specific options still under evaluation

Low Interest Options

- Research and promote vehicle weight reduction (not on original list)
- Add on vehicle technology such as miles-per-gallon meters (1.5)
- Fuel cell vehicle and infrastructure development (1.6.2)
- Fuel detergent requirement (not on original list)
- Vehicle “clunker” retirement program (3.1.3)

Working Group Needs

None at this time.

Next Steps

- Complete evaluation, select and further define scope of recommended actions (including identification of specific policy recommendations and incentive mechanisms for further consideration)
- Identify short- and long-term actions already underway and make specific recommendations for continuation and/or expansion
- Identify short- and long-term actions that are new and scope out the level of effort/resources needed to accomplish them